

...that were not reclaimed by Connor's men were opened for development. Apparently missed by Whitney and other writers was an 1880 census report of the Rush Valley district indicating that the California Volunteers' restrictive bylaws were overturned on May 12, 1870:

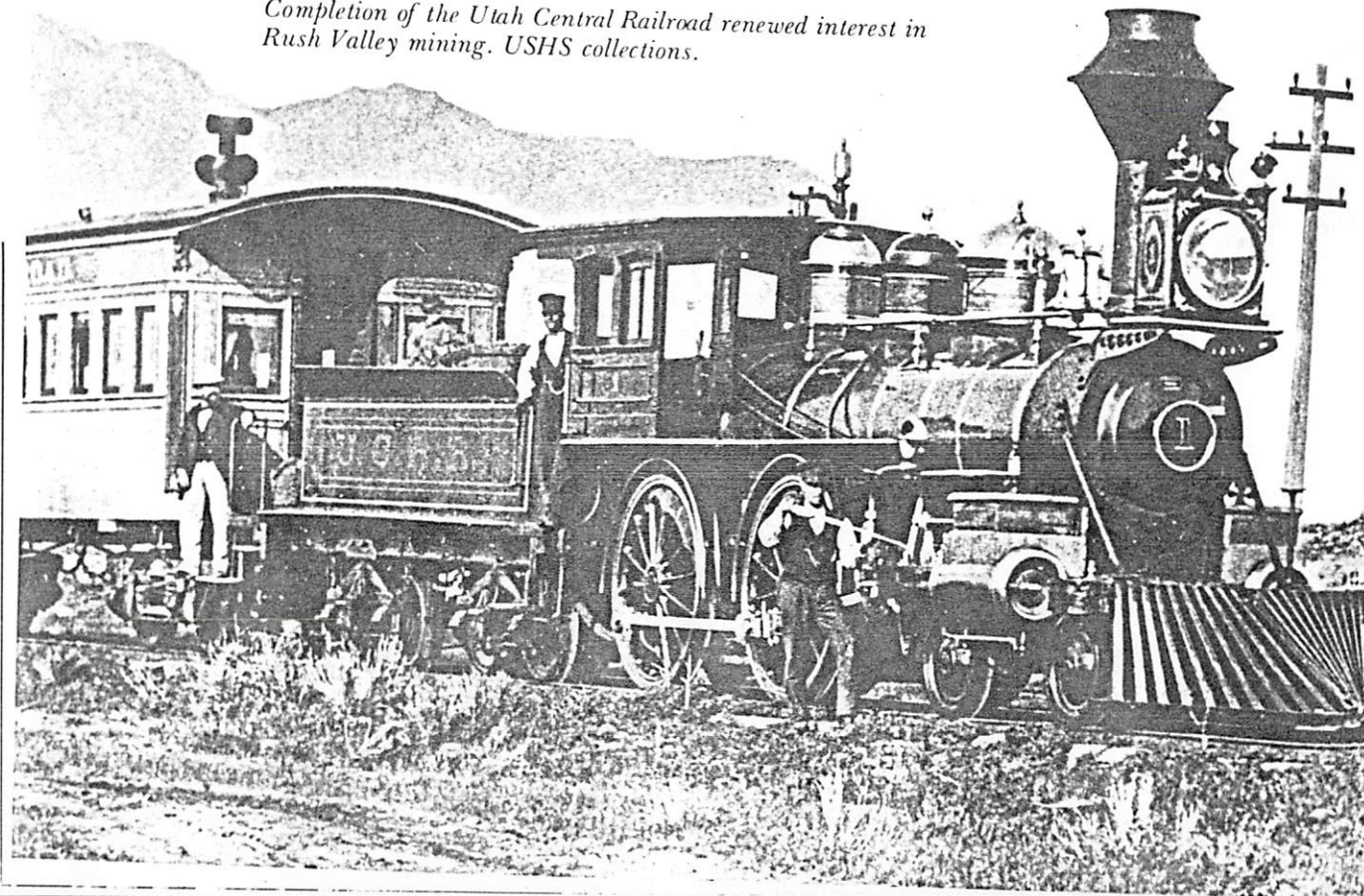
In May, 1870, there were 850 locations on the books of the Rush Valley district, but most of the titles had lapsed. At that time a party of miners came from White Pine Nevada, reorganized the district, and jumped everything.¹⁹

Although this report may be slightly inaccurate (could a small group of miners "jump everything" when there were over 500

¹⁸Murphy, *Mineral Resources of the Territory*, p.5.

¹⁹U.S. Bureau of Census, *Statistics and Technology of the Precious Metals* (Washington, D.C.: U.S. Government Printing Office, 1885), p. 447.

Completion of the Utah Central Railroad renewed interest in Rush Valley mining. USHS collections.



Valley mines for relocation in custom rather than standard acceptable.

It was also acceptable for (bylaws) within the border new district was formed where Ophir Canyon, at the discovery of valuable ore, their claims. On August 6 made, miners agreed to new work on the mines. Their miners to transfer their claims Ophir District books. If a new the new district's records, i

John R. Murphy reported men in 1864-65 were in the with the flood of relocation between the claimants of the records dealing with those dictated that the relocation

One such relocation is *Deposits of Utah:*

The Hidden Treasure and three-quarters of a million 1865 as the St. Louis lode by Indians of the outcrop until April, 1870, when

The account goes on to thousand tons of ore by

²⁰The United States Mining Law

²¹Ibid., pp. 651-52.

²²Murphy, *Mineral Resources of*

²³Butler et al., *Ore Deposits of*

Utah Hist Quart.
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BOOM DAYS

Streamliners Of Yesterday

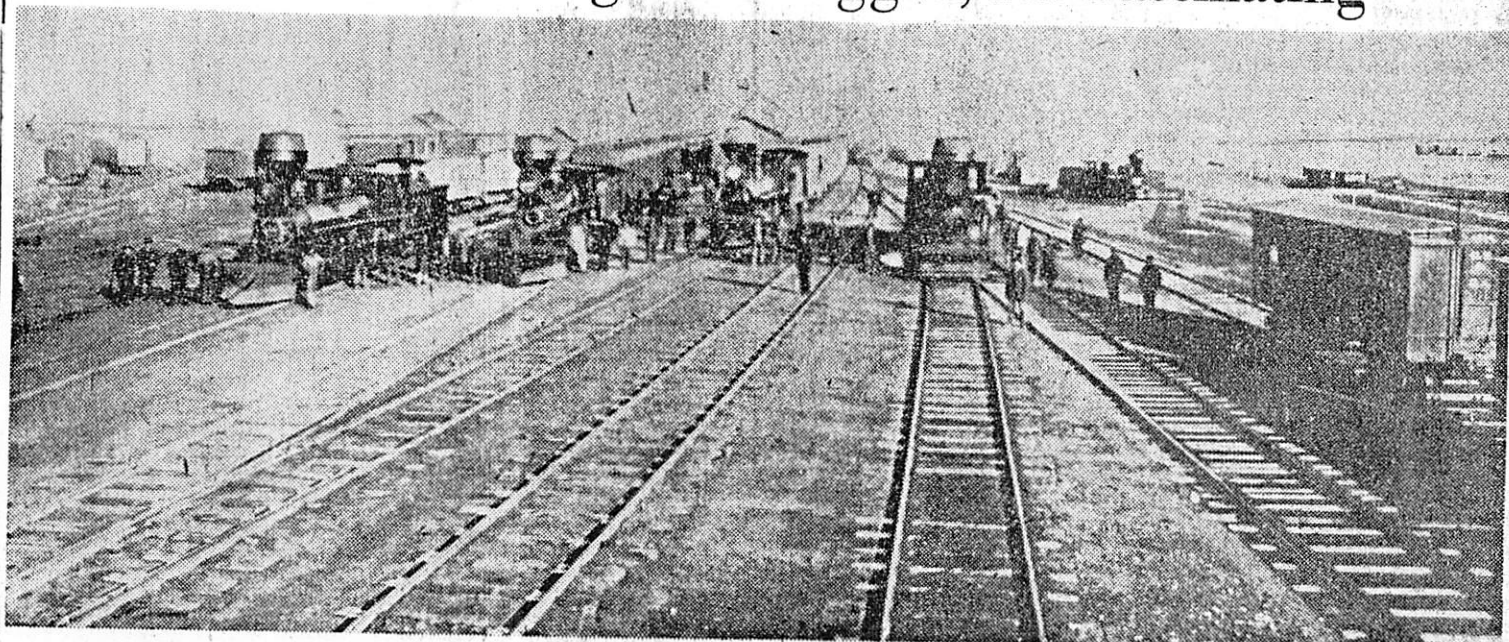
Things began to hum in Utah after the driving of the golden spike at Promontory in 1869. The territory was given a precipitate push forward in industry with availability of transportation. Locomotives steamed in and out of the yards. Passengers and freight moved east and west.

Ogden was, still is, a lusty, booming railroad center. The accompanying picture, submitted by R. E. Edens, superintendent of the Ogden Union Railway and Depot Co., was taken in 1884—is a part of the O U D & D. museum collection. It shows passenger trains of the Central Pacific (now Southern Pacific) and the Union Pacific arriving at Ogden.

The Central Pacific train, on the left, had just arrived from the west. Passengers and baggage were transferred to the Union Pacific train on the right to continue the journey eastward.

The scene for this picture was laid almost on the identical spot of the present Ogden station. These trains were the streamliners of the good old days. Railroadng then was more rugged but just as fascinating.

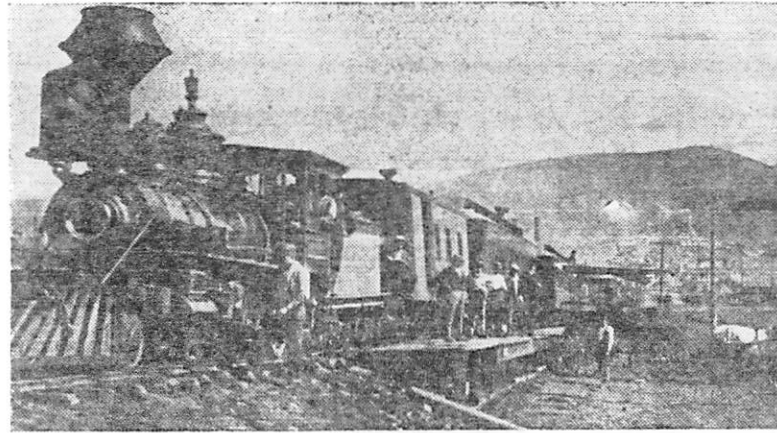
When Railroadng Was Rugged, but Fascinating



Tribune Centennial Photo

City compared with those in other western mining camps are good. Climate, sanitation, pay, relations with employers, and other essentials are here admirable. A piped water system for homes and for fire service, a well equipped plant for lighting buildings and streets with electricity, energetic police and fire departments and a wise and efficient city government contribute to make Park City and exceptional mining community."

Boutwell commented on the cordial relations between mine operators and employers, due no doubt to the fact that most of the owners had been miners, themselves. The mining companies maintained boarding houses with pleasant rooms and excellent food. The married men had attractive homes. There were large, well stocked department stores not owned by the mines. The miners could have merchandise charged at these stores and taken off their pay checks if they desired. "These excellent conditions," he said, "combine to attract a high class of workmen and to hold them for longer periods."



One of the First.

RAILROADS

The Old Utah Central—Sam Raddon, Jr. in the Park record remembers when the first Utah Central railroad train chugged into Park City over its narrow gauge rails in 1890; the steep zig-zag road bed for the pull over the summit before

the tunnel was bored; the switch backs that ran up the hill sides as a safety measure in case the train ran away going down; the lofty, none too secure trestle over Lamb's Canyon.

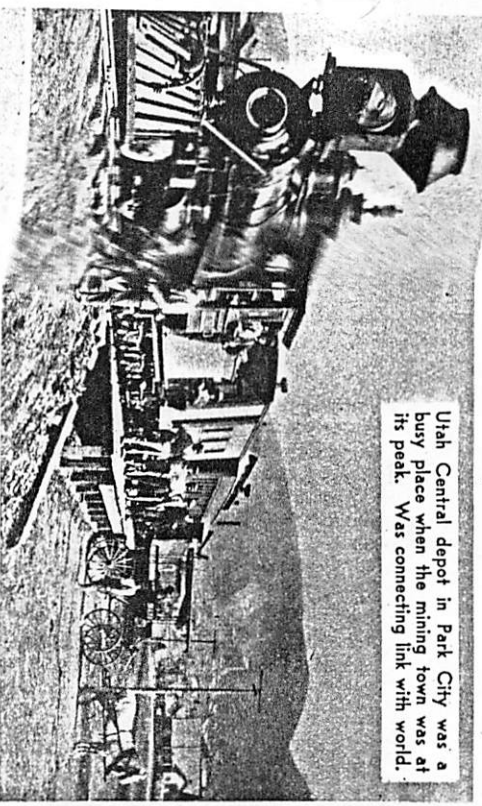
He told in this article about the Utah Eastern Railroad coming to Park City in 1880 from Echo, bringing coal from Coalville and hauling ore back. In the middle 80's John W. Young, Brigham Young's son, was promoting railroads on his own—the Utah Western and the Salt Lake and Eastern companies largely paper lines for the purpose of financing. As a result of his activities the Parley's Canyon Utah Central road from Salt Lake to Park City was built and completed in 1890. It operated for about five years as the Utah Central then went bankrupt and was sold at a foreclosure and lease to Denver and Rio Grande Co. The first station was a converted box car or old passenger coach.

After borrowing all the money he could possibly get in this country, John W. Young went to Europe where he succeeded in interesting a Spanish nobleman in the new railroad to the immensely rich mining camp of Park City. He told of the great metropolis that would be built below Park City and promised to name it for him—Don Gorgoziandus. Young got the million and a half and kept his promise as the name Gorgoza proves.

Some of the Chinamen who worked on the railroad remained in Park City and established Chinatown. In the Park Record of May, 1944 Sam Raddon, Jr. tells about Park City Chinese colony that was one of the most colorful and picturesque in the early days of the city.

He said that he could not remember when there was not a Chinatown on the bank of Silver Creek (before it was poisoned) and a Chinese bridge long before the fire (1898). He could imagine seeing the thin blue smoke spiraling from "punks" and joss sticks in front of the laundrymen's doors that stood close together on Chinatown's one street. The men wore queues and carried dimes and nickels and even quarters tucked in their ears. Men and women all wore sandals and long loose fitting gowns, the women often mincing along on cruelly bound and misshapen feet. The wealthier men had ridiculously long finger nails to prove that they did not have to work.

Going Places



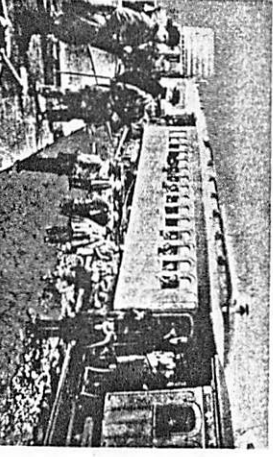
Utah Central depot in Park City was at its peak. Was connecting link with world.



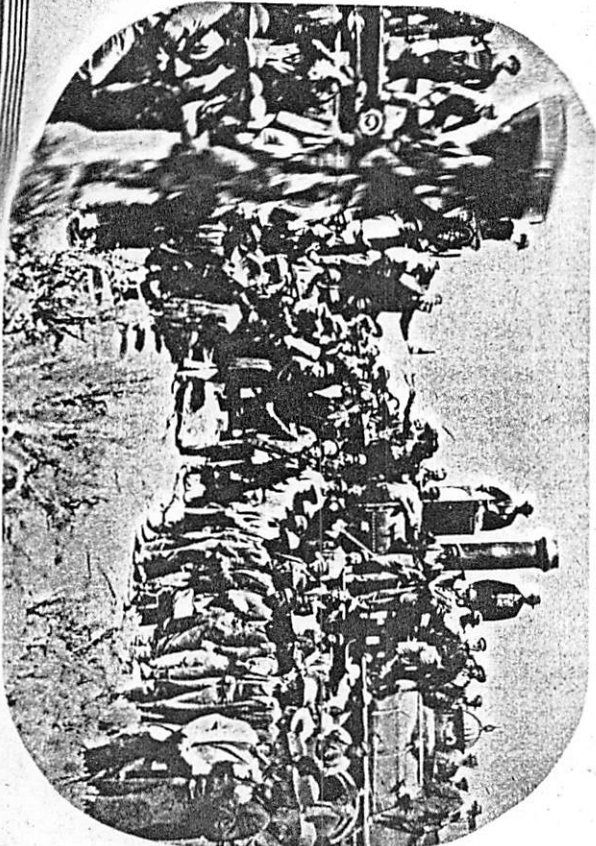
Without modern construction equipment to speed things along, building a railroad was a task met by men, hewing, sweat and toil.



The old and the new. The railroad whizzes by the old Pony Express station in Echo canyon.



First Utah Central train to make the Ogden to Salt Lake run was this one on Jan. 10, 1870.



A continent was joined on May 10, 1869, when the Golden Spike was driven at Promontory, 56 miles northwest of Ogden, Leland Stanford, governor of California and president of the Union Pacific, was the first to hit the spike. The engineers of the two locomotives broke bottles of champagne on the other's engine. The Atlantic and Pacific were connected.

"HERE she comes!" "There she goes!" In every city and town fortunate enough to be on a railroad line this was the regular hail and farewell to the iron horse before the turn of the century. The arrival and departure of trains was one of the high spots of community life.

The depot was the first civic center, common to all communities on the railroads. It was the link with the outside world for mail for people, for provisions. The early-day train was a spur to imagination and ambition. To the age it represented the ultimate in speed and travel, inspiration to dreams and distant horizons. The coming of the railroad signified hope for the town and the community. The approach of the first train meant the community had arrived. From

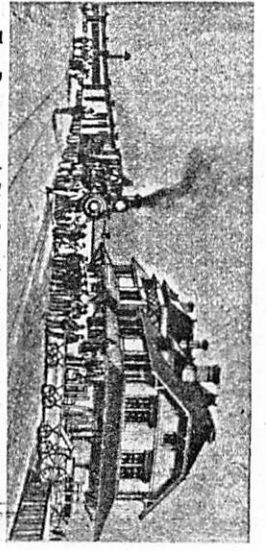
then on, progress and prosperity, both, were only a matter of course.

The biggest man in any trade or profession, in the mind of youth, was the engineer. Children at play idealized the railroad, while their elders took heart and hope in its realism.

The coming of the railroad was not only an epochal event in transportation, but a turning point in social and economic welfare. Utah figured prominently in the history of the railroad. Here, the Union Pacific and the Central Pacific met, amidst joyful celebration of the dawn of transcontinental railroad transportation. Here, the narrow gauge lines stretched out to rich sections, stimulating community growth and development. Here the railroad brought town and country together, made the state an entity.

It was rugged transportation, but speedier and easier than that which preceded it. Time and distance were being annihilated. Ogden was only 2 hours 20 minutes from Salt Lake (now 40 minutes); San Francisco, 48 hours (now 16 hours 30 minutes).

Early railroads rapidly became the means for common social and commercial intercourse. With facility of travel, people congregated from great distances. State boundaries had become definitely set.



The Denver and Rio Grande Western depot was more than just a place to get on and off trains. It was part of the city's entertainment—watching "trains come in" had the fascination then that "helping" planes to land has now. The company started Utah service in 80s.



The mighty Union Pacific railroad once had this proud building as its Salt Lake station. As early as 1852, Brigham Young and first territorial legislature petitioned congress for a transcontinental railroad and continued to work for this goal until it was achieved in May, 1869.



Utah industry grew up on rail transportation. Coal was important cargo. Industry began in Coalville, became great in Carbon county. Total mined, 176,400,000 tons.

Snelgrove
'DISTINCTIVE' Ice Cream

6 Apr 1947

By Wil Grey
Deseret News staff writer

Locomotive 223, a narrow-gauge engine built in 1890, sits, deteriorating, behind the Utah State Historical Society building.

But it may get a new lease on life in Ogden as part of the Railroad Museum of Utah.

Phil Notoriani, museum director for the society which is located in the old Rio Grande Depot on 450 West, said informal talks are scheduled with representatives for the museum who have recently expressed interest in the engine, which is believed to have operated in Utah during the late 1800s. Notoriani said, however, the Ogden museum's interest may involve plans to trade No. 223 for another engine in the near future.

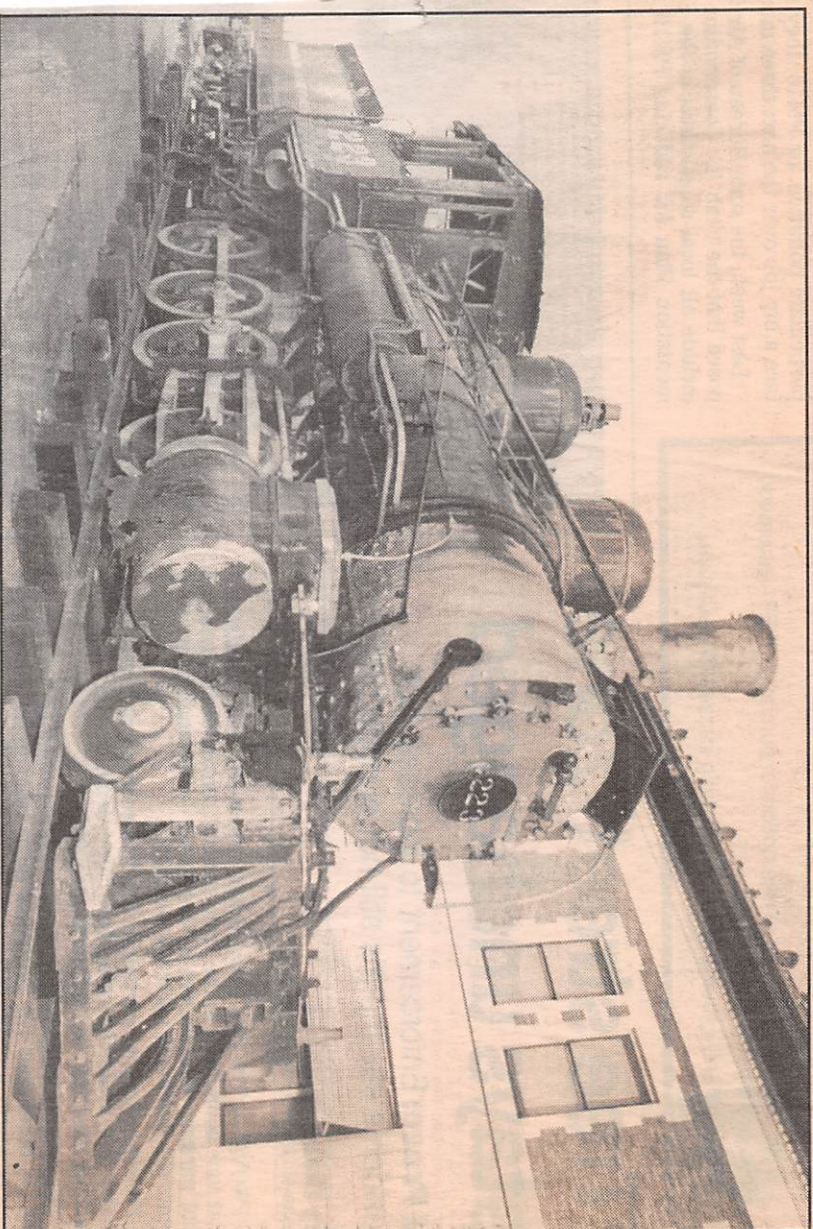
No. 223 has been the focus of historical society concern in recent months because of its deteriorating condition and its historical value to the state. A public hearing was held recently to determine if there was local interest

in a restoration project for the engine and whether local volunteers would be available to help.

Notoriani said there is interest in at least making cosmetic restoration of the engine. He said the engine is likely too far gone for operational restoration, which would cost an estimated \$1 million. And there is some doubt over No. 223's ties to the state with many local railroad buffs convinced the engine operated in Colorado's mine fields and not those in eastern Utah.

Even if the engine is eventually traded, Notoriani recently told the board of Utah State History that the state is likely to gain by donating the locomotive to the Ogden museum. He said if traded, the engine received would have definite ties to Utah and would be a welcome addition to the Ogden museum. If kept at the Ogden site, there is greater likelihood that restoration could be completed and the engine properly displayed along with other railroad memorabilia.

The board directed Notoriani to pursue the negotiations and report back at its April meeting.

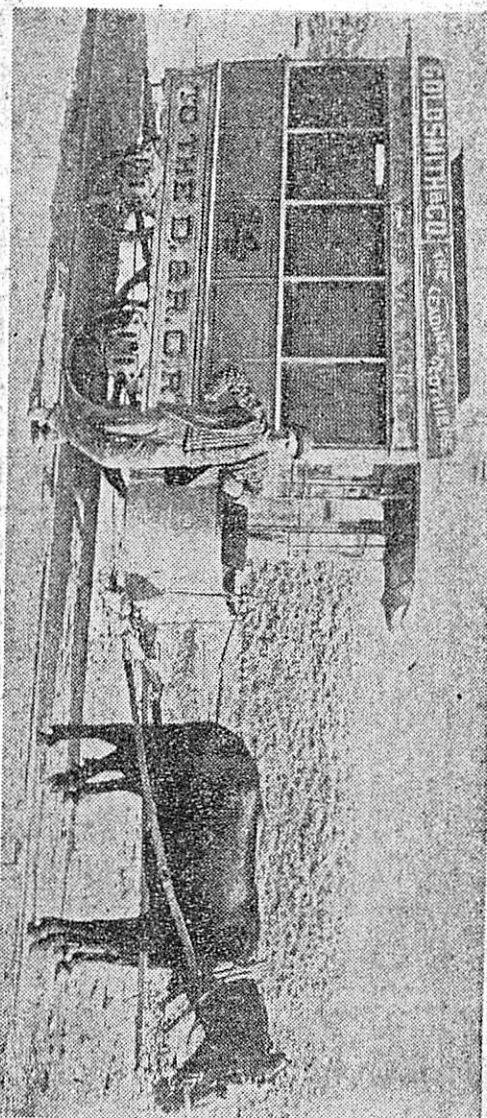


PHOTOGRAPHY/RAVELL CALL

Locomotive 223, now rusting in Ogden, is believed to have operated in Utah in the late 1800s.

Old engine to get new lease on life?

Museum officials will discuss restoration of locomotive built in 1890



THE OLD MULE CAR—The first street car in Salt Lake City was drawn by mules.

The one pictured above ran from Eleventh Ward to D. & R. G. W. Railroad station.

SALT LAKE'S FIRST STREET CARS WERE DRAWN BY MISSOURI MULES

The first street cars in the intermountain area were street cars drawn on tracks through the streets of Salt Lake City.

The Salt Lake City Street Railway Company was organized in 1872 with the aim of making riding a pleasure. Frontier men who heard of the new invention came to Salt Lake to see just what a street car was like. Some satisfied their curiosity, but many were disappointed when they found that it was nothing but a car on iron wheels, running on a rail and drawn by two Missouri mules.

The car in the accompanying picture followed a route along Main Street from the Eleventh Ward to the D. & R. G. W. R. R. station. The car most used for

theless had its problems. At times progress was slow, and younger men were reported to one that ended at the Warm Springs in the north end of the city.

A much needed vehicle in its time the mule drawn car never-

have said, "If I have time I'll take the street car, if not I'll walk."

In 1889 the electric power company began work on electric lines. Almost immediately the Salt Lake and Los Angeles Railroad. Company was organized. This group received its franchise for the new electric road the same year and work progressed with such rapidity that before the end of the year the electric street cars were in continual operation.

The first mule car was drawn along the streets of Salt Lake City on July 2, 1872. By 1890 it was supplanted by the electric cars.

Wasatch
Canyon
Heber

3 Railroads in Wasatch Co

In Soldier Summit:

D & R G Western
Union Pacific

In Heber Valley:

Theriot's Shortline

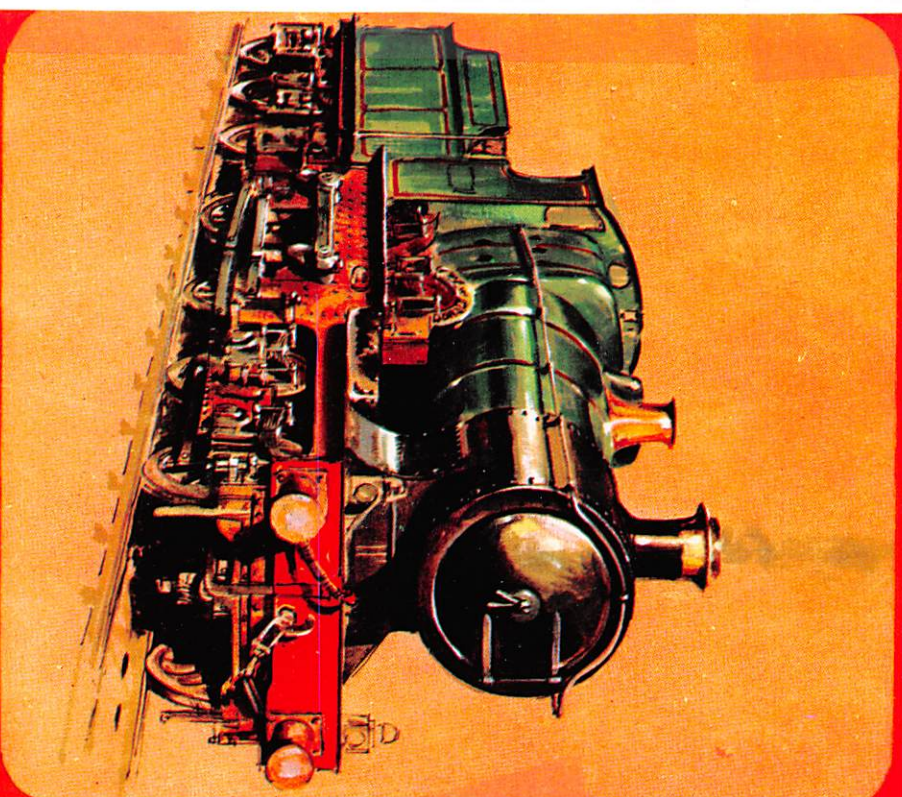
"Heber Creeper" = Denver & Rio Grande Western

In Phoston & Keetley:

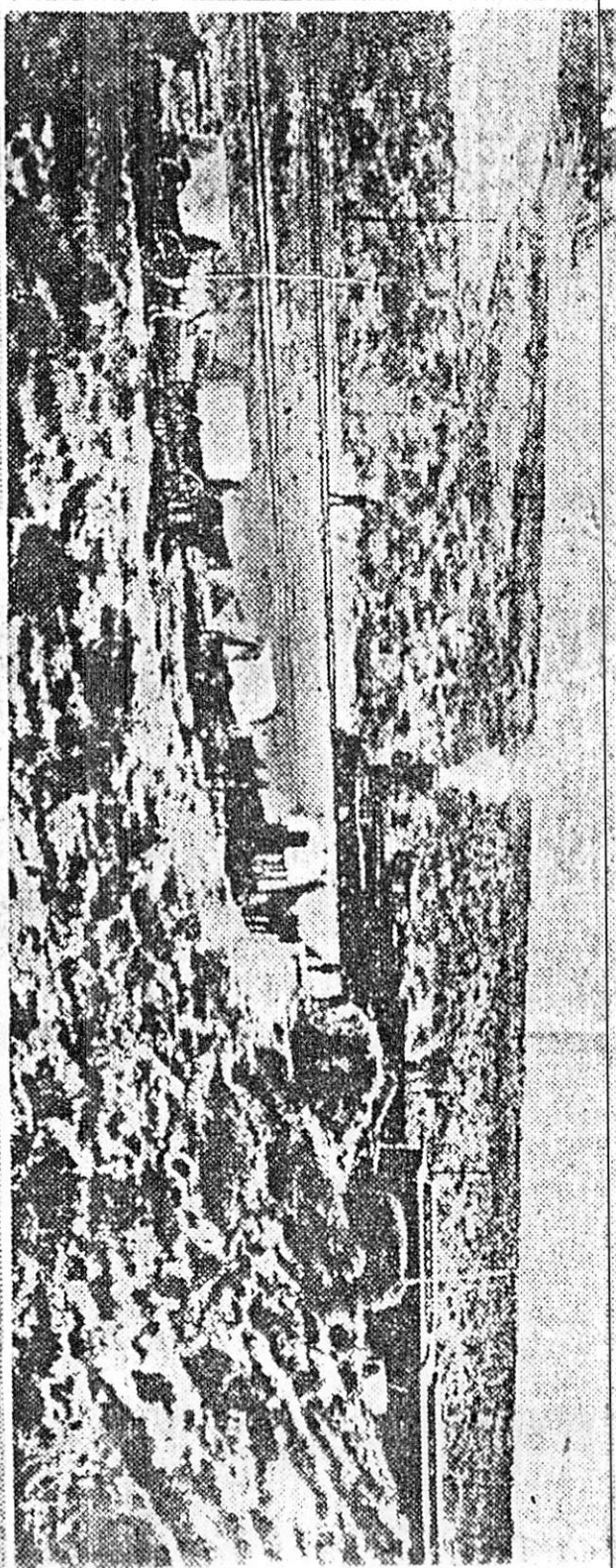
Union & Pacific Railroad

Woodland

ГЛАДЫ РОДНДА



© 1971



THIS TRAIN



STOPS

20 Minutes for Supper at the

Golden Hotel

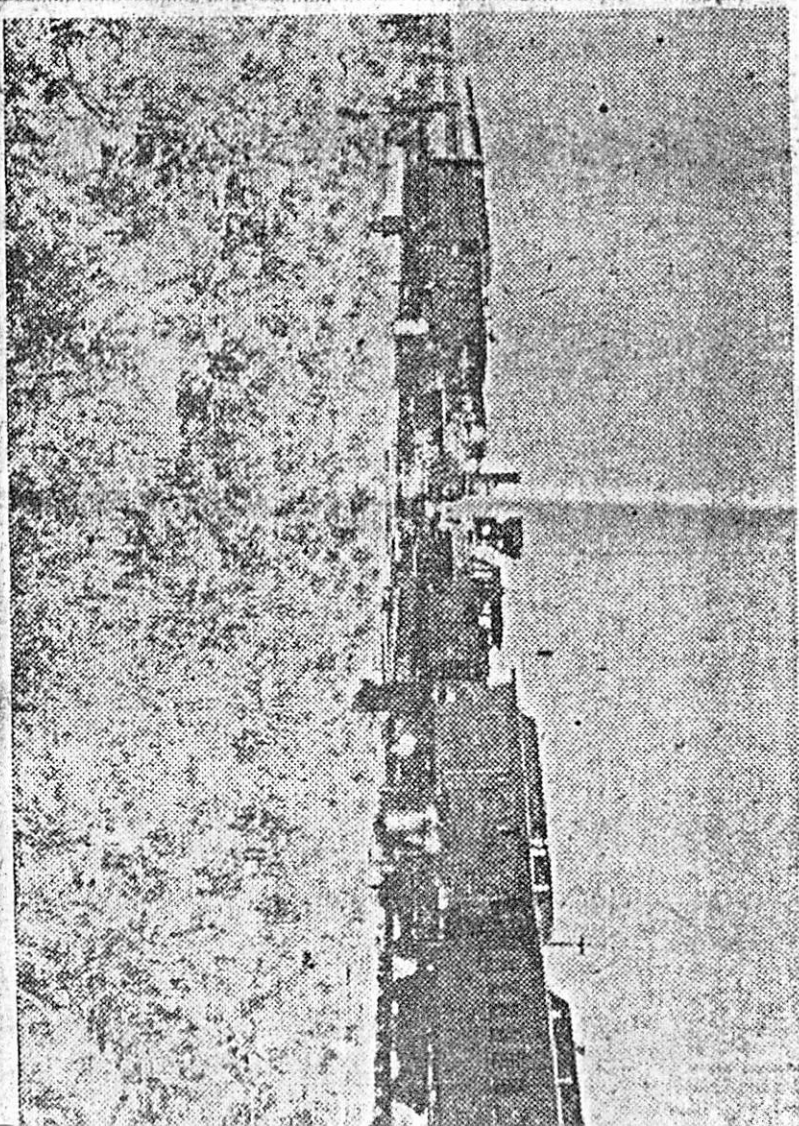
PROMONTORY, UTAH.

FIRST-CLASS MEALS, 50 CENTS.

THE GOLDEN SPIRE

Completing the first Trans-continental Railroad was driven at this point May 10, 1869. Don't fail to treat yourself to a first class meal at this celebrated point.

T. G. BROWN, Prop.



RAILROAD TRIUMPH

May 10 1944

Golden Spike Linked U. S. 78 Years Ago Today

Historic occasions are often accompanied by "hitches" in the planned program which give distinguished participants embarrassing moments but otherwise enliven the proceedings.

No exception was driving the golden spike to complete the first railroad across North America. Just 78 years ago Saturday, that famous ceremony was completed May 10, 1869, at Promontory, Box Elder county.

Gov. Leland Stanford of California, Central Pacific railroad president, swung the silver-headed maul that would link east and west with twin bands of steel and set off celebrations all over the nation.

He missed.

Cheers Resound

Bells and fire alarms sounded in Washington, D. C., San Francisco and nearly every other place in the country which had telegraph service. The maul hit the rail and closed the telegraph circuit connected to the principal noisemakers. W. N. Shilling, Western Union operator from Ogden, thought the stroke was true and confirmed the

error. "Dot, dot, dot—Done," he wired.

Up stepped Dr. Thomas C. Durant, Union Pacific vice president. He took the silver maul, swung—and missed.

Other distinguished—but less nervous—guests finally succeeded in pushing the spike into the carefully drilled hole in the polished laurel tie.

Regarded as Threat

Earlier when Chinese workers, dressed for the occasion in frock coats, were carrying the last rail into position a photographer trained his camera on the group.

"Take a shot!" someone shouted. But there was no picture. The Chinese dropped the rail and scrambled for cover. After prolonged arguments in Chinese, English and pidgin English, the ceremonies were continued.

In 1942 the rails were taken from Promontory to provide scrap metal for World War II. Now traffic is routed across the scenic Lucin cut-off which passes Promontory Point, frequently confused with the older Promontory, 27 miles to the north.

Snap Pioneer Photo

Trains don't stop any more just to give the passengers "20 minutes for supper," but if they did there is small chance anyone would find meals of any kind for 50c as advertised in this handbill or "dodger" which was contributed by Mrs. Bernice Gibbs Anderson, Corinne.

When Gov. Stanford's special train met a covered wagon train of California-bound immigrants a few miles west of Promontory at Monument point a stop was made so this photograph could be taken, graphically presenting the end of one era and the beginning of another. It also was entered by Mrs. Anderson.

The other picture is a seldom seen view of the two trains after the golden spike ceremony, with the Union Pacific's "new fangle" coal burning "119" and the diamond-stacked "Jupiter" of the Central Pacific standing on the historic spot with their cowcatchers touching. It was obtained from the Southern Pacific railroad.

Queen Calleen, 19, Plans Home Fete

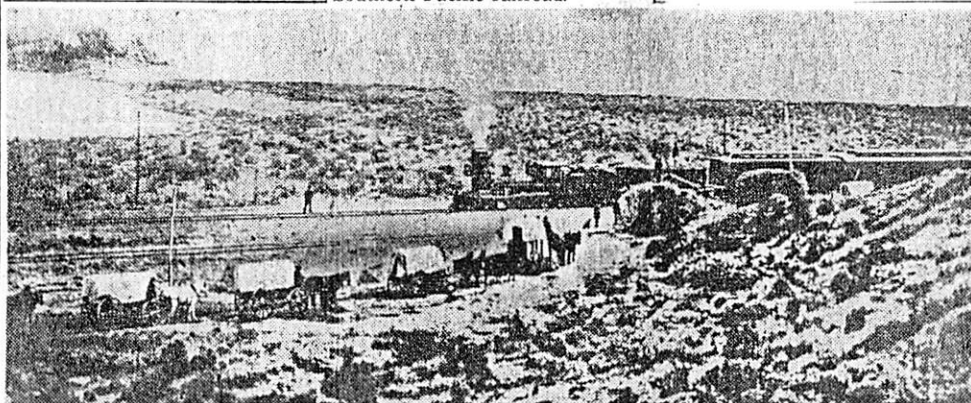
Utah's Centennial queen, Miss Calleen Robinson, will relax from her queenly duties Monday long enough to observe her 19th birthday.

The beautiful and much-photographed queen plans to spend the day at her home at American Fork.

State Official Rallies

Tribune Special

PAYSON—Oscar W. Carlson, Salt Lake attorney and member of the state public service commission who suffered a heart attack Friday morning at Nephi while on a business visit for the PSC was reported Friday night as "coming along fine" at Payson city hospital where he was taken. However, he was reported still under an oxygen tent.



THIS TRAIN

STOPS

20 Minutes for Supper at the

Golden Hotel

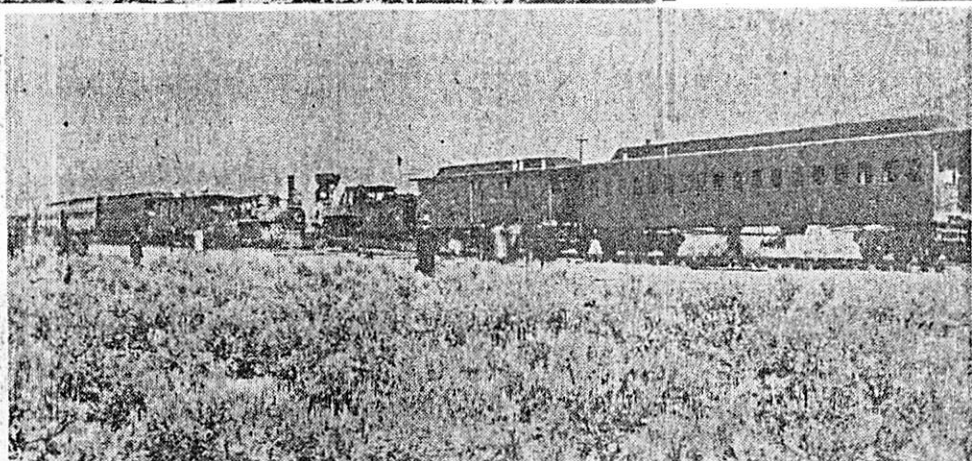
PROMONTORY, UTAH.

FIRST-CLASS MEALS, 50 CENTS

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T. G. BROWN, Prop.



Tribune Centennial Photo.

HAD IT THEN, TOO

Marvel of Rails Brought Swank to S.L. in '80s

Even before the advent of automobiles, Utah managed to travel, go places and see things. Progress of railroad transportation was something of a marvel when the accompanying picture was taken. By this time the railroads were really packing them in.

Summer outings were popular and the people came from all directions to meet people from other sections and to indulge in reunions. Open cars were the period's nearest approach to convertibles for speedy travel.

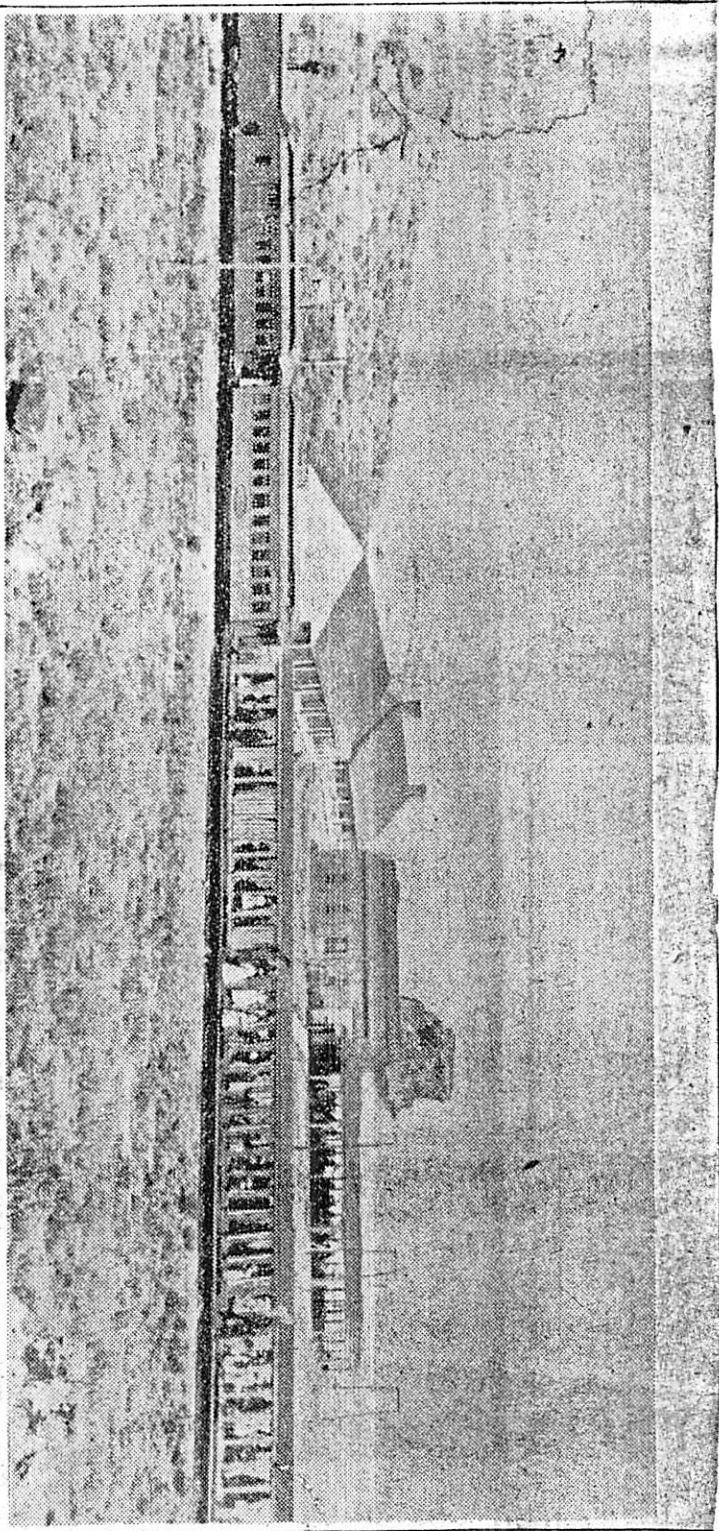
Organized Excursion

Cities and towns adjacent to Salt Lake City organized excursions, and people came to the city by the thousands. It made good business for the railroads and fun for the people.

Today's picture in the Tribune's Centennial Pictorial contest was submitted by Mrs. C. L. White, 850 4th East. It will give you a general idea of the west side of Great Salt Lake in the eighties. Black Rock beach was really one of the swanky places.

Contest Entry Rules

1. Any picture taken in Utah in the last 100 years is eligible to compete. (2) All pictures must be photographs. Newspaper and magazine clippings are not considered. (3) Identification and description must accompany each entry. (4) Pictures published before the Centennial edition of the Tribune, for which selections already have been made, will be paid for at the rate of \$5 each. (5) One winning photograph will be selected from all entries on hand each week. The contributor



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